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their effects disinfected by steam 120 members of crew and 28 steerage passengers. The number of pieces of baggage steamed was 297, and bedding 56. Manifests were viséed for 20,161 pieces of freight, amounting to 3,201 tons.

Emigrants were inspected and passed as follows: Steamship *Panama Maru* for Tacoma, 10 (2 Russians, 8 Japanese). The emigrants passed, together with 18 intending passengers to Peru, by the steamship *Hongkong Maru* via Honolulu, were inspected, bathed, disinfected, and their effects disinfected before embarkation. All the emigrants from Kobe to United States ports were seven days in Ono quarantine detention station.

During the week 40 cases of human hair and 4 cases of personal effects were disinfected with formalin.

MALTA.

VALLETTA—Plague on Vessel.

Vice-Consul Turnbull reports, under date of July 26, that a case of plague was landed on July 16 from the steamship *North Wales* and isolated at the quarantine station on Comino Island.

PANAMA.

BOCAS DEL TORO, Fruit Port—Inspection of Vessels.

Acting Assistant Surgeon Osterhout reports:
Bills of health issued as follows:

WEEK ENDED AUGUST 3.

Date.	Vessel.	Destination.	Crew.	Passengers from this port.	Passengers in transit.
July 28	Belvernnon.....	Mobile.....	20	.....	.....
28	Parismina.....	New Orleans via Limon, Barrios and Belize.	80	18	28
30	Bellaventure.....	New Orleans.....	28	.....	.....
30	Frutera.....	New York via Port Antonio, Jamaica.	26	.....	.....
31	Fort Morgan.....	Mobile.....	24	.....	.....
Aug. 3	Atenas.....	New Orleans via Colon.....	84	53	17

PHILIPPINE ISLANDS.

Cholera—Inspection of Vessels.

Chief Quarantine Officer Heiser reports June 23 and 30 and July 5:

Cholera in Manila.

Cholera again made its appearance in the city of Manila, 9 cases and 4 deaths being reported for the week ended June 18, 1910. The first case occurred in the person of a Greek peddler who came from Dagupan, a town which has been cholera infected for some weeks. Upon arrival at Manila he entered a boarding house, which had 40 or more inmates, and, soon after reaching there, developed a case of cholera. Before the existence of this case was known the other inmates of the boarding house became alarmed and scattered to many sections of the city. The cases which have occurred since then in Manila are all directly or indirectly traceable to the case in the Greek peddler.

During the week ended June 25, 1910, 11 cases of cholera with 9 deaths were reported in the city of Manila. There were 2 more cases of cholera reported than for the preceding week. In view of the fact that there has been no improvement in the situation, it has been deemed advisable to require vessels leaving Manila for other Philippine ports to secure a bill of health, and to require a signed statement from the masters of such vessels to proceed to the nearest quarantine station in the event that cholera makes its appearance on board. A circular letter was issued making these restrictions effective June 28, 1910, as follows:

[Circular letter.]

U. S. PUBLIC HEALTH AND MARINE-HOSPITAL SERVICE,
OFFICE OF THE CHIEF QUARANTINE OFFICER FOR THE PHILIPPINE ISLANDS,
Manila, P. I., June 28, 1910.

To the masters, owners, and agents of vessels and others concerned:

Until further notice all vessels leaving Manila for a port or ports in the Philippine Islands outside of Manila Bay, except Olongapo, will be required, prior to sailing, to obtain a bill of health at the quarantine office; and the masters of such vessels will be required to bind themselves to proceed at once to the nearest quarantine station, either Mariveles, Iloilo, or Cebu, in the event that any suspicious sickness occurs aboard their vessels at any time during the voyage.

Respectfully,

VICTOR G. HEISER,
Passed Assistant Surgeon,
Chief Quarantine Officer for the Philippine Islands.

During the week ended July 2, 1910, there were reported in the city of Manila 13 cases of cholera with 10 deaths.

Cholera in the Provinces.

WEEK ENDED JUNE 18.

Provinces.	Cases.	Deaths.
Bulacan.....	56	39
Cavite.....	1	.....
Pangasinan.....	195	149
Rizal.....	4	3
Union.....	1	1
Total.....	257	192

In addition to the provinces heretofore reported as being infected, there were also a few cases reported in the nearby provinces of Cavite and Rizal. The health officers in charge of these districts believe the infection to be due to the importation of a fruit known as mangoes from the province of Pangasinan.

There was also a sharp increase in the number of cases in Pangasinan, due to an infection which was present at a big wedding celebration and was carried far and wide by guests who had come to attend the wedding from many different towns.

WEEK ENDED JUNE 25.

Provinces.	Cases.	Deaths.
Bulacan.....	49	33
Pampanga.....	5	3
Pangasinan.....	774	604
Rizal.....	1	.....
Total.....	829	640

The infection is still confined to the same provinces, but the number of towns infected has increased. There has also been a decided increase in the number of cases, 829 new cases being reported, as against 257 for the preceding week. The largest increase took place in the province of Pangasinan, and it is probably more or less directly due to "fiestas," or celebrations, which were attended by large numbers of people not only from the town in which they were held, but also from the surrounding country. Despite the fact that urgent requests were made not to hold these celebrations until all danger from cholera had passed, the local authorities refused to comply, and the "fiestas" were held.

WEEK ENDED JULY 2.

Provinces.	Cases.	Deaths.
Bulacan.....	77	50
Mountain Province.....	1	.....
Nueva Ecija.....	13	6
Pampanga.....	3	3
Pangasinan.....	176	125
Tarlac.....	28	24
Total.....	298	208

Inspection of Vessels.

During the week ended June 18, consular bills of health were issued at the port of Manila as follows:

On June 12, the British steamer *Frankby*, with 38 crew, en route from Iloilo to New York, sailed from this port, a supplemental bill of health having been issued. Cargo investigated and passed during loading. Vessel sailed without inspection, partly owing to mutiny on board.

On June 12, the British steamer *Sungkiang*, with 64 crew, en route from Amoy to Cebu and Iloilo, was granted a supplemental bill of health.

On June 14, the U. S. army transport *Sheridan*, with 193 crew, 161 cabin and 271 steerage passengers, was granted a bill of health for San Francisco via Nagasaki and Honolulu. Crew and steerage passengers bathed, and their effects disinfected. Cargo inspected and either passed or disinfected, and so labeled. Vessel partially disinfected. Entire personnel inspected and passed at hour of sailing.

On June 18, the Japanese steamer *Panama Maru*, with 78 crew, 2 cabin and 1 steerage passengers, en route from Yokohama to Seattle, was granted a supplemental bill of health. Cargo loaded at this port inspected and passed before loaded. Personnel inspected and passed at hour of sailing.

On June 18, the British steamer *Cambyzes*, with 32 crew, en route from New York to Iloilo and Cebu, was granted a supplemental bill of health.

During the week ended June 25 consular bills of health were issued at the port of Manila as follows:

On June 21, the British steamer *Kumeric*, with 71 crew, was granted a bill of health for Tacoma and Seattle via Hongkong, Shanghai, and Japan ports. Manifests signed for cargo loaded at this port, same being inspected and passed prior to loading. Crew inspected and passed at hour of sailing.

On June 22 the Norwegian steamer *Selja*, with 46 crew, was granted a bill of health for Portland via Hongkong. Cargo investigated and passed prior to loading. Crew inspected and passed at hour of sailing.

On June 23 the American steamer *Mongolia*, with 278 crew, 47 cabin, and 219 steerage passengers, was granted a bill of health for San Francisco via Hongkong. Crew and steerage passengers inspected and passed at hour of sailing. Cargo taken on at this port inspected and passed before loading, and manifests for same viséed.

During the week ended July 2 consular bills of health were issued at the port of Manila as follows:

On June 28 the British steamer *Taiyuan*, with 74 crew and 6 cabin passengers, en route from Hongkong to Zamboanga, was granted a supplemental bill of health.

On July 1, 1910, the Japanese steamer *Seattle Maru*, with 82 crew, was granted a bill of health for Tacoma via Hongkong and Japan ports. Cargo inspected and passed before loading. Manifests viséed. Entire personnel inspected and passed at hour of sailing.

On July 2, 1910, the British steamer *Shimosa*, with 58 crew, en route from Iloilo to Boston and New York, was granted a supplemental bill of health. Vessel was fumigated while in port. Manifests viséed. Cargo taken on at this port inspected and passed prior to loading. Personnel inspected and passed just prior to departure.

RUSSIA.

Measures against Cholera.

Pursuant to a request made through departmental channels, on July 14, 1910, that instructions be issued to United States consular officers at Hamburg, Bremen, Antwerp, and Rotterdam, and the continental and British ports, to detain steerage passengers from cholera-infected districts in Russia, reference to which was made in the Public Health Reports for the week ending August 12, it was considered necessary, on August 9, 1910, to request that the instructions above referred to be made to include steerage passengers from all ports of Russia. The reason for this additional precaution being the supposed difficulty, if not impossibility, of the consular officers being able to determine whether immigrants from Russia have come from districts not infected with cholera.

The service has had one of its representatives stationed in the office of the American consul at Libau, Russia, since September 26, 1908. Libau is the principal port of departure for emigrants from northern Russia.

The following precautions are taken by the service officer at Libau before certifying to ships destined to United States ports:

Emigrants are examined up until the evening of the sixth day preceding the sailing of the vessel, but none are examined after that time. They are held at Libau for five full days prior to their departure. Each single person or family is given a card by the representative of the service, containing the name and age of each member of the family, and the printed card states that they are free from evidence of quarantinable disease. This card is dated and stamped. Then upon the day of sailing all passengers are again examined and the card above mentioned is again stamped with a date stamp marked "Second